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THE

CHARLESTON CITY

GUIDE.

CONTAINING A FULL AND ACCURATE DESCRIPTION OF ALL PLACES OF INTEREST IN AND AROUND THE CITY, AND OTHER USEFUL MATTER.

Price, 25 Cents.

PUBLISHED BY
J. W. DeLANO,
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CHARLESTON, S. C.

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Preface.

The Charleston Guide

Supplies a want long felt. The question is daily asked by tourists and strangers in the city, "Can we get a Guide Book of the City?" Up to this time the answer has been "No." *Nous avons change tout cela.* In this work will be found a great fund of information concerning the city, from the earliest times, and its points of interest, with a brief sketch of each. The travelling public will appreciate our insertion of advertisements as a guide where to buy and of whom. These firms stand highest in the community, and no business card is admitted unless the house is known to the publisher as distinguished for probity and fair dealing. And as we are pleased with our production, we feel that the public likewise will be satisfied.

J. W. DeLano,
Publisher and Proprietor.

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Author's Preface.

THE AUTHOR of this work desires to express his gratitude for the universal courtesy he has received from the people of Charleston, and the valuable aid afforded him, in the matter of favors and information, by which the labor of compilation has been wonderfully lightened. He is especially indebted to Messrs. Geo. W. Williams, Augustus Hayden and William G. Whilden for books and library facilities.

THE PUBLISHER joins in the tribute, being an acknowledgement, demanded in justice, for the consideration this enterprise has met.

The writers from whose works the history is culled are Ramsay, Carroll, Mill, Johnson, Bancroft, Fraser, Simms and Cardozo.

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CHARLESTON.

PART I.

HISTORICAL.

A. D. 1562. The Southern Atlantic Seaboard of the United States was first visited, early in the sixteenth century, by the Spaniards. In A. D. 1562, the Huguenots came and other French colonists, and with varying fortunes the two ancient enemies fought their Old World feuds on the shores of America. There are dreadful tales told of marches through uncertain swamps and pestiferous marshes, of murder, treachery and rapine, of alternate victory and reverse. Though settlements were made along the coast of South Carolina, Georgia and Florida, the country cannot be said to have been settled till the English, the colonizing nation of the world, came down from Virginia, where in A. D. 1607, a permanent colony had been formed by John Smith—he of Pocahontas fame.

A. D. 1671. The first English settlers on Ashley River were stragglers from settlements formed on the river Albemarle and at Cape Fear; the latter colony came from Barbadoes, under command of John Yeamans. An organization was first effected when in A. D. 1671, a disagreement between Yeamans, the Governor of Cape Fear and William Sayle, who came over in

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command of an expedition, and also because Port Royal was deemed too near the Spanish settlements for safety, caused a removal from that port to Old Charlestown, which became the capital of the colony. But it was too far up the Ashley.

A. D. 1680. The demands of commerce required increased facilities as the rising importance of the trade brought more ships into the harbor, so in the course of time the people moved over to the present site of the city, and in A. D. 1680 the government followed the governed and a formal removal by declaration took place. At that time the neck of land between the confluence of the Ashley and Cooper rivers, (so named in honor of the then Lord Shaftsbury,) was called Oyster Point, and though lower than the location of the old city, it offered more advantages to commerce and afforded better opportunities for defence, both against the Spanish and the Indians. The aborigines had, until a short time previous to the removal, been well-disposed toward the new comers, meeting them more than half way in hospitality and trade; the avarice of the white man had, however, overreached his prudence and impositions became frequent; then began in the South the system of retaliation which was deep-seated in the North. The question of preservation became a vital one to the early settlers, and the natural advantages of Oyster Point, improved by the rude fortifications they were able to erect, made it almost impregnable to civilized enemies, and quite secure against their barbarian foes. Then began a long struggle for existence. The tribes of red men by which Charlestown was surrounded were wily and constantly aggressive, but the Spanish settlements to the south proved more dangerous and troublesome. The Spaniards had long viewed with jealous eye the encroachments of the English and made several attacks by land and sea, but never succeeded in achieving a foothold in the colony.

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A. D. 1682. At the close of 1682, the first Parliament convened at Charlestown, and enacted laws for establishing a militia; for making high roads and ways through the forests, and for regulating the morals of the people. As far back as 1674 the spirit of liberty, which culminated in the revolution of 1776, and proved in 1861 that its fires still burned in the Southern heart, became manifest. Liberty of conscience and the acknowledgemat of their vested interest in the soil they tilled and the produce for which they forfeited their native land and lived in peril, constituted the sum of their just demand. Between the lords proprietary, who ruled the colony, from England, and the colonists there sprung up differences, and the authority of the proprietors and their deputed governors was defied.

A. D. 1720. In 1720, the city had greatly outgrown the fortifications, and to the north and west of the old wall there lay a large tract to defend with inadequate means. Fears were entertained that the pirates, successors of those who had but forty years before been not only allies but actually of the town, and who originally had been sent out to war upon the Spaniards, but interpreted their commission to be general letters of reprisal, would fall upon the place and plunder and destroy it as they had other settlements along the coast; the French too began to add to the cloud of dangers which hovered around the precarious condition of the colony and its capital. Amid all this the colonists and especially those of Charlestown, stood up manfully for their personal rights, dreading less the attacks of civilized and savage enemies than the encroachments of their rulers.

A. D. 1728. At length a solution of the difficulties between the rulers and the people was found in the purchase of the interest of the original grant or charter of the colonies by the crown.

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The purchase was made for seventeen thousand five hundred pounds sterling, to be paid before the end of September, 1729, free of all deductions; after which payment, the province was to be vested in the crown of Great Britain. At the same time seven-eighth parts of the arrears of quit-rents, due from the colonists to the proprietors, amounting to somewhat more than nine thousand pounds sterling, were also purchased for the crown for five thousand; so that seven-eighth parts of this vast territory cost no more than twenty-two thousand five hundred pounds. But, in this act of parliament there is a clause, reserving to John Lord Carteret the remaining eighth share of the property and arrears of quit-rents, which continued long legally vested in that family, only all his share in the government he surrendered to the crown. The proprietors who sold their shares at this time, were Henry, Duke of Beaufort, William, Lord Craven, James Bertie, Dodington Greville, Henry Bertie, Mary Danson, Elizabeth More, Sir John Colleton, John Cotton and Joseph Blake, who before the surrender were possessed, either in their own right or in trust, of seven-eighth parts of the government and property of the province. This surrender was made to Edward Bertie, Samuel Horsey, Henry Smith and Alexis Clayton in trust for the crown. In consequence of this act, the King claimed the right to appoint Governors to both North and South Carolina, and a council similar to the other regal governments in America.

Trade flourished and immigration received a wonderful impulse, partly from the report sent to Europe of the fruitfulness of this land and partly as it was ready means of escape from religious and political persecution, and the effects of the almost constant wars between the nations of the Old World. We find in Purry's "Proposals, &c.," Carroll's Historical Collections of South Carolina, pp.

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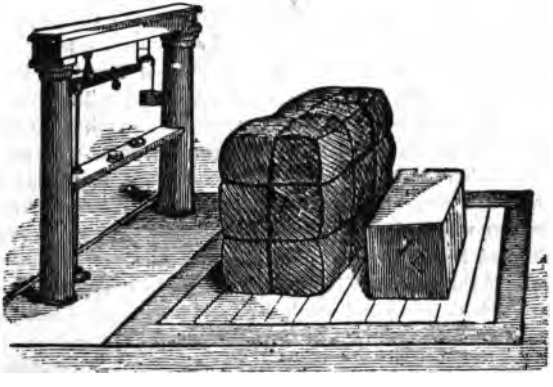

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129, that in the fiscal year ending March 1731 there sailed from Charlestown two hundred and seven ships, most of them for England, which carried among other goods 41957 Barrels of Rice, about 500 Pound Weight per Barrel, 10654 Barrels of Pitch, 2063 of Tar and 1156 of Turpentine; of Deer Skins 300 casks containing 800 or 900 each, besides a vast quantity of Indian Corn, Pease &c." Then there were between five and six hundred houses in the city the most of which were "very costly," besides four handsome churches, viz., one church of England, one Presbyterian, one Baptist and one French. On the plantations round about, the visitors from the northern colonies and even those from England were surprised to find stately buildings and noble castles on the wide estates and every-where evidences of thrift in developing the great resources of the country and marks of the accumulation of great wealth. John Archdale, governor, records his admiration of the city and country and in one sentence gives us an idea of how strangers were impressed. He writes; "out of Charles Town for three or four Miles, called the Broadway, (now Meeting street, Ed.) is so delightful a Road and Walk of a great breadth, so pleasantly Green, that I believe no Prince in Europe, by all their art can make so pleasant a sight for the whole year."

During the summer of 1728, the weather in Carolina was observed to be uncommonly hot, by which the face of the earth was entirely parched, the pools of standing water dried up, and the beasts of the field were reduced to the greatest distress. After such a long and general drought, the inhabitants having usually observed hurricanes and tornadoes to follow in autumn, they began accordingly to look out with superstitious dread for them, as that season of the year approached. Accordingly a dreadful hurricane happened in the end of August, and occasioned an inundation, which overflowed the town and

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the low lands, and did incredible damage to the fortifications, houses, wharves, shipping and corn fields. The streets of Charlestown were covered with boats, boards, staves, and the inhabitants were obliged to take refuge in the higher stories of their dwelling-houses. Twenty-three ships were driven ashore, most of which were either greatly damaged, or dashed to pieces. The Fox and Garland men of war, stationed there for the protection of trade, were the only ships that rode out the storm. This hurricane, though it levelled many thousand trees in the maritime parts, yet so thick was the forest, that it was scarcely perceived a hundred miles from the shore. But as such violent storms are occasioned by the rarefaction of the air, with excessive heat, they are seldom of long duration, for having restored the equipoise in the atmosphere, the wind commonly shifts, and the tempest ceases.

The same year the infectious and pestilential distemper, known as the Yellow Fever, broke out in town, and swept off multitudes of the inhabitants, both white and black. As the town depended entirely on the country for fresh provisions, the planters would suffer no person to carry supplies to it, for fear of catching the infection, and bringing it to the country. The physicians knew not how to treat the uncommon disorder, which was so suddenly caught, and proved so quickly fatal. The calamity was so general, that few could grant assistance to their distressed neighbors, however much needed and earnestly desired. So many funerals happening every day, while so many lay sick, white persons sufficient for burying the dead were scarcely to be found; and though they were often interred on the same day they died, so quick was the putrefaction, so offensive and infectious were the corpses, that even the nearest relations seemed averse from the necessary duty.

A. D. 1730–40. From 1731 to 1739 the growth of the city

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was rapid for those times, much more so than any other town in the colonies south of Philadelphia, and the settlement of the rich country tributary to it made Charleston a greater town in wealth, numbers, intelligence and the dictation of public opinion than even those of the northern colonies.

A. D. 1740. The year 1740 stands distinguished in the annals of Carolina, not only for its unsuccessful expedition against the Spaniards, but also for a desolating fire, which in November broke out in the capital, and laid the half of it in ruins. This fire began about two o'clock in the afternoon, and burnt with unquenchable violence until eight at night. The houses being built of wood, and the wind blowing hard at north-west, the flames spread with astonishing rapidity. From Broad-street, where the fire kindled, to Granville's Bastion, almost every house was at one time in flames, and exhibited an awful and striking scene. The vast quantities of deerskins, rum, pitch, tar, turpentine and powder, in different stores, served to increase the horror, and the more speedily to spread the desolation. Amidst the cries and shrieks of the women and children, and the bursting forth of flames in different quarters, occasioned by the violent wind, which carried the burning shingles to a great distance, the men were put into confusion, and so anxious were they about the safety of their families, that they could not be prevailed upon to unite their efforts for extinguishing the fire. The sailors from the men of war, and ships in the harbour were the most active and adventurous hands engaged in the service. But such was the violence of the flames, that it baffled all the art and power of man, and burnt until the calmness of the evening closed the dreadful scene. Three hundred of the most convenient buildings in the town were consumed, which, together with loss of goods, and provincial commodities, amounted to a prodigious sum. Happily few lives were lost, but the lamentations of

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ruined families were heard in every quarter. In short, from a flourishing condition the town was reduced in the space of six hours to the lowest and most deplorable state. All those inhabitants whose houses escaped the flames, went around and kindly invited their unfortunate neighbours to them, so that two and three families were lodged in places built only for the accomodation of one. After a legislature met, to take the miserable state of the people under consideration, they agreed to make application to the British parliament for relief. The British parliament voted twenty thousand pounds sterling, to be distributed among the sufferers of Charlestown, which was equally seasonable and useful on the one side, as it was generous and noble on the other. No time should obliterate the impressions of such benevolent actions. This gift certainly deserved to be written on the table of every heart, in the most indelible characters. For all men must acknowledge, that it merited the warmest returns of gratitude, not only from the unfortuate objects of such bounty, but from the whole province. This year (1740) saw shipbuilding, first began as a separate and great enterprise, five shipyards being established in the colony, one at Charleston, three in the immediate vicinity and one at Beaufort from which between this year and 1776 twenty-four square-rigged vessels besides a great fleet of schooners and sloops were lanuched.

A. D. 1752. In the month of September, 1752, a dreadful hurricane happened at Charlestown. In the night before, it was observed by the inhabitants that the wind at north-east began to blow hard, and increasing in violence till next morning. Then the sky appeared wild and cloudy, and it began to drizzle and rain. About nine o'clock the flood came rolling in with great impetuosity, and in a little time rose ten feet above high water mark at the highest tides. As usual in such cases, the town was overflowed, and the streets were covered with boats,

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boards, and wrecks of houses and ships. Before eleven all the ships in the harbour were driven ashore, and sloops and schooners were dashing against the houses of Bay-street, in which great quantities of goods were damaged and destroyed. Except the Hornet man of war, which by cutting away her masts, rode out the storm, no vessel escaped being damaged or wrecked. The tremor and consternation which seized the inhabitants may be more easily conceived than expressed. Finding themselves in the midst of a tempestuous sea, and expecting the tide to flow till one o'clock, its usual hour, at eleven they retired to the upper stories of their houses, and there remained despairing of life. Soon after eleven the wind shifted, in consequence of which the waters fell five feet in the space of ten minutes. By this change the Gulf Stream, stemmed by the violent blast, had freedom to run in its usual course, and the town was saved from imminent danger and destruction. Had the water continued to rise, and the tide to flow until its usual hour, every inhabitant of Charlestown must have perished. Almost all the tiled and slated houses were uncovered, several persons were hurt, and some were drowned. The fortifications and wharves were almost entirely demolished: the provisions in the field, in the maritime ports, were destroyed, and numbers of cattle and hogs perished in the waters. The pest-house on Sullivan's island, built of wood, with fifteen persons in it, was carried several miles up Cooper river, and nine out of fifteen were drowned. In short, says Carroll in his comment on this event, such is the low situation of Charlestown, that it is subject to be destroyed at any time by such an inundation, and the frequent warnings the people have had may justly fill them with a deep sense of their dependent condition, and with constant gratitude to Providence for their preservation.

A. D. 1761. The terrors of an Indian war, that gave

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promise of being the most severe through which the colony had yet passed, roused the most strenous efforts to meet the emergency on the threshold, and to anticipate the forays of the red men, by carrying their arms into the enemy's country. But this was no easy matter. It involved the sacrifice of vast sums of money; the loss of time consequent upon the embodiment of troops to be brought from remote distances; the passage through great wilderness, which, as yet, offered no openings for transportation of provisions, for artillery, and in every fastness of which might lurk an overpowering ambush. And, in the meantime, what massacres were to dye the frontier settlements in blood, and lay waste their habitations. But facing these dangers and discouragements boldly, the citizens of Charlestown proceeded to work with the vigor which which became a martial people. A regiment was raised, the command of which was given to Colonel Middleton. He was admirably seconded by lieutenants, who were determined, in this campaign, to lay the foundations of great reputations, which were to rise during another war, at a much later period, to which this contest of the red men was, comparatively, a play at soldiers, rather than a sanguinary conflict. Among the field officers, in this provincial regiment, we find the names of Harry Laurens, William Moultrie, Francis Marion, Isaac Huger, and Andrew Pickens; names which have been greatly distinguished in the annals of the state, and of the confederacy. It was during this expedition that they commenced that admirable course of training which prepared them for the more arduous trials, and the prolonged conflicts of the Revolution, the thunders of which were already muttering in the sky, though audible, perhaps, only to the keener senses of the sagacious few.

But, the war with the Cherokees was not allowed to fall wholly upon provincial shoulders. The British government,

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since it had taken the place of the proprietary, had never withheld from the colony that nursing care and protection which its infancy demanded. Whatever the offences of Great Britain, under either of the Georges, in respect to their usurpation or abuse of power, it is to their credit that they rarely showed remissness or indifference, when the safety of the province was threatened by the enemy, or when it needed succor for its absolute maintainance. On this occasion, the native regiment was supported by a large body of regular troops, under Colonel James Grant, who reached Charlestown early in 1761, and proceeded to the rendezvous with the provincials. With a small auxiliary force of red warriors, from the friendly tribes, the little army numbered in all some twenty-six hundred men, all of whom were under the authority of Colonel Grant.

The campaign was short and decisive; the first meeting with the savages proving for them a disastrous defeat which laid open to the whites the road to the towns and villages of the Cherokees; and most of them were destroyed.

This campaign of Grant and Middleton, so creditable to the valor of all concerned in it, was followed by an unhappy difference between the commanders of the regular and provincial forces. Colonel Grant seems to have been a person of haughty and arrogant temper. He was distinguished by all that insolent spirit of superiority, which was so apt to distinguish the conduct of officers of the mother-country in their treatment of the provincials; a signal instance of which exhibited itself, not long before, in a neighboring colony, in the deportment of the depraved and arrogant Braddock toward the modest provincial, Washington.

In its indulgence, Grant, after he reached Charlestown, gave offence to Colonel Middleton, his associate in the command of the forces. Middleton was the first person in the colony.

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His family had always been distinguished by its conduct, and by its influence. He was a gentleman as tenacious of the honor of the province as of his own position. Grant, it seems, had, during the Cherokee expedition, displayed a most offensive indifference to all the suggestions of the provincial officers; enacting, in brief, the character of Braddock, as far as this ignored the proper consideration of the provincials. They were not held to be authority in military operations, even though these were conducted in their own country, and in a war so anomalous as that with the red men.

To this offence he added by claiming the chief credit for himself and regulars, of having subdued the Cherokees. There may have been some direct, as there was certainly much tacit disparagement of the provincials, in this assumption.

The claim was resisted and resented by Middleton, with promptitude and spirit. A controversy ensued, the result of which was, according to one of the authorities, that Middleton caned Grant, on Vendue Range, in Charlestown. A duel followed, and shots were ineffectually exchanged. Here, the affair was arrested and Grant left the country. But the affair occasioned an intense excitement, and bitter feelings of animosity in the community. The native Carolinians generally sided with their champion; but, the Scotch merchants, in the city, who constituted the largest portion of the trading population, as naturally took sides with Grant. The bitter animosities which followed, it is not improbable, contributed considerably to awaken, in the provincials, a more keen conviction of the arrogant and usurping spirit of the mother-country, which then, or soon after, began to display itself in various ways, a spirit no less impudent than usurpative, and which, finally, by its exactions and its insolence, led the colonies into a defiance of British power and authority, which, though inevitable

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in the end, might otherwise have been delayed for, possibly, a hundred years.

A. D. 1765. In this year the number of white inhabitants in Charlestown was between five and six thousand, of negroes between seven and eight thousand. The harbor of Charlestown was feebly fortified. On the Cooper river line there were several batteries. Fort Johnson, on James' island, was a slight fabric, with barracks for fifty men. The guns were mounted, in tolerable numbers, on all these forts; but, there had been but little science shown in the erection, and neither fort nor town could have long stood the conflict with a couple of ships of war, using very heavy metal. Outside of Charlestown, the towns were mere hamlets of the smallest size. Beaufort, Purysburg, Jacksonburg, Dorchester, Camden and Georgetown, were inconsiderable villages, not one exceeding forty dwellings, and most of them within twenty or thirty. But Charlestown, in that day, took rank, second to none, with the largest and most prosperous cities of North America. The people within, and in its precincts, were opulent, gay, showy, and hospitable; their sons had been sent to England, for education. They brought back taste and refinement, as well as habits of expenditure. Fashions in dress and ornament were rapidly transferred from Europe. Luxury had found its way into the wilderness. Nearly every Charlestown family kept single horse chaises, and most of the principal planters, their carriages, drawn by teams of four, and the horses were imported from Europe, and of good blooded stocks. They drank fine wines of Madeira, and used freely, also, the French, Spanish and Portuguese wines. These were commonly displayed at dinner parties. Tea, coffee, chocolate, were among the breakfast and evening beverages, and the drink, in ordinary, through the day, was punch. But, though thus living, the *gentlemen*, in general, were temperate. "In short,"

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says the old Scotch Presbyterian, Hewatt, "the people were not only blessed with plenty, but with a disposition to share it among friends and neighbors; and, many will bear me witness, when I say, that travellers could scarcely go into any city where they could meet with a society of people more agreeable, intelligent, and hospitable, than that at Charlestown. In point of industry, the town is like a bee-hive, and there are none that reap not advantage, more or less, from the flourishing trade and commerce. Pride and ambition had not as yet, crept into this community; but the province is fast advancing to that state of power and opulence, when some distinctions among men necessarily take place."

From 1732 Charlestown had possessed a newspaper; they had also, a good bookstore, and had formed a society and library, which was furnished with all new British publications of value. The sports of the city, were balls and assemblies, which "were attended by companies almost equally brilliant as those of any town in Europe, of the same size." In the country, the sports of the field were enjoyed on a bolder and more adventurous scale than in Great Britain. The planters had the best dogs and horses; were greater riders, and good riflemen; and there were foxes to be hunted, and deer and bear formed the ordinary objects of pursuit.

Such were Charlestown and Carolina at the close of the Cherokee war, and when, all enemies withdrawn from their borders, they were suffered to pursue their occupations in peace. Yet smoothly as flowed the tide there was an undercurrent setting toward resolution. Even in the moment of assured prosperity the seeds were in rapid progress of cultivation which were to produce intestine war, separation from the mother-country and all the pride and perils of independence.

For long had discontent been rising and the temper of the colonists only waited some extreme measure of taxation or

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oppression by the Home Government to commit some overt act of rebellion. It was found in the Stamp Act passed by the British Parliament and ineffectually protested against by the Colonists. A ship was despatched from England for Charlestown with the obnoxious stamps. On the arrival of the stamped paper in this harbor, the lieutenant-governor, Bull, perceiving the temper of the people, did not venture to bring the stamps into the city. He found himself too feeble to coerce obedience. The stamps were, accordingly, stored at Fort Johnson, on James' island. This ascertained, a body of volunteers, one hundred and fifty in number, were organized and armed, proceeded, at midnight to the fort, surprised it, secured the garrison, and seized the stamp-paper. Then, arming the batteries, and making all preparations for the defence of the fort against the British sloop-of-war which had brought the stamps, and which lay directly under their guns, they hung out a flag at daylight, showing a blue field with three crescents. The sight of this flag brought about a parley with the commanding officer of the sloop. He was invited into the fort, and shown the preparations for its defence—was told that they were prepared to resist any assault; but, that they would re-deliver to him the stamped paper, on his solemn pledge to depart with it to Europe, and sail immediately. The officer, upon reflection, complied with the requisition, and, receiving the paper, weighed anchor, and went to sea that very day.

Thus was the Revolution begun in South Carolina (October, 1765). The crisis was alarming; it effected a favorable change in the ministry, and the stamp act was repealed (1776).

It is in proof of the fact that the South Carolinians had sought only a redress of grievances, and the assertion of their rights as British subjects, and not the separation of the province from the mother-country, that they received the tidings of this repeal with great rejoicings. In their gladness of heart,

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they proceeded to erect a marble statue in Charlestown, of William Pitt, in recognition of his great and patriotic endeavors to bring about this repeal, and in urging the rights and claims of the Americans. This statue is preserved to the present hour and stands in the ground of the Orphan Asylum, Charleston.

A. D. 1774. On July 6, 1774, there gathered at Charlestown an informal body of one hundred and four deputies from all parts of the province the object of which was the devising of some means to relieve themselves of injustices and for the redress of their grievances. Almost the first act of this body was to elect Henry Middleton, John Rutledge, Thomas Lynch, Christopher Gadsden, and Edward Rutledge, deputies to a general colonial congress at Philadelphia. They then made provision that in fifteen merchants and fifteen mechanics of Charlestown, and sixty nine planters representing the rest of the province should be vested the government of the colony till the next meeting of the representatives thus making the usurpation of civil authority by the people complete. Vessels loaded with tea only saved their cargoes by placing themselves under protection of the war-ships in the harbor or putting out to sea. The discontent of the people was fomented by the act of Parliament quartering the soldiers on private families. The citizens applied for arms, ostensibly to protect the more remote settlements against Indians, but it was understood to be merely a pretext whereby to supply themselves with munitions of war. The feeling waxed warmer daily. On Sunday August 14th, the Rev. John Bullman, assistant Minister of St. Michael's, preached a sermon which was supposed to reflect on the popular proceedings. His audience could scarcely hear him out and he was subsequently dismissed from the church. When in the vestry the vote for his dismission was put, there was a cry, "now shall

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We see who are the enemies of the country." The vote against him was welcomed with a shout that shook pulpit and altar as a proof of the strength of the American cause.

A. D. 1775. The delegates of the colony to the number of one hundred and eighty-four met in Charleston in January 1775 at the Exchange, afterward adjourning to the State House. They passed resolutions suited to the times and superceded the royal government in most of its details. Volunteers were raised and the very boys of the city, emulating their seniors, were soon busy in the use of mimic weapons, and in the practice of the manuel. The deputies assumed all functions of authority and placed South Carolina in an attitude of hostility to England. In April the General Committee, as they styled themselves met again at Charlestown and taking into consideration the aggressive measures proposed by the Home Government determined to seize the public military stores. Charles Pinckney, William Henry Drayton, Arthur Middleton, Charles Cotesworth Pinckney, William Gibbs, and Edward Weyman were chosen a committee for this purpose, and on the night of the 21st of April they proceeded to their work, seizing all the arms and ammunition in the arsenals and storehouses of Charlestown. Only two days before this the battle of Lexington had been fought in Massachusetts the news of which added fuel to the flames of discontent already fiercely burning in Charlestown. The legislature of the province met on the first of June and passed laws prohibiting the exportation of rice, and resolved to raise two regiments, one of infantry and one of cavalry forthwith. The secret committee of the colonists about this time found it necessary to put their powers into active operation in Charlestown, in silencing foreign incendiaries. Some of them were tarred and feathered, carted through the streets and shipped for England. At this time all the defenses of

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the harbor except Fort Johnson were in the hands of the colonists and the revolutionary committee determined on its possession; accordingly on the night of the 15th of September 1775, they, under command of Moultrie, seized the fort which in view of the preparations being made had been abandoned by the royalists. It was promptly manned and equipped from the city and its guns brought to bear on the British frigates Tamar and Cherokee which lay abreast it. Lord Campbell, late governor of the colony, had taken refuge on board one of the ships and seeing Moultrie's flag, a silver crescent on a blue field, flying from the fort sent a messenger to know by what authority the fort was held. He was answered "by authority of the council of safety." At this the ships made demonstrations of of attack but finding they were not likely to achieve anything but hard blows they wisely withdrew.

Meanwhile, the council of safety was endeavoring to increase the securities of Charlestown. It was resolved to sink hulks to obstruct the passage of Marsh channel and Hog-island creek. Schooners were purchased for the purpose. But, before this could be done, it was necessary to provide a naval force sufficient for the encounter with the British sloops-of-war, and to prevent them from interfering with the work of closing the channels. A schooner, called the Defence, Captain Tuffts, armed with ten guns, and a complement of seventy men, was prepared for this purpose. Drayton, president of the council, went on board as chief in command. The Tamar and Cherokee—the one of sixteen guns, the other six—endeavored to arrest the performance of the work; but the hulks were sunk. The British ships and the "Defence" exchanged frequent shots with some effect. After a while, the British drew off. Fort Johnson took part in the affair, and the troops of Charlestown assembled at their several posts in expectation of worse trials. The war was thus begun (11th

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November, 1775), and the affair was quite spirited. The next day was Sunday, but did not prevent the patriots from doing business. They met in council, and resolved to take the merchant ship Prosper into the service of the colony, and man her, also, against the British sloops. Other resolves were made for the erection of batteries. A regiment of artillery was voted, to consist of three hundred men. Dictatorial powers were conferred on a council consisting of the President (Drayton), Colonel Pinckney, and Thomas Heyward, Jr. From this time the legislature at Charlestown proceeded as if they had never known a king. Charlestown was a garrison. The palmetto fort, on Sullivan's island, was begun by Moultrie, which continues to bear his name: even before completion it was destined to be identified for ever with his military reputation. Arms and munitions of war were gleaned and gathered from every possible source. Lead was taken from the housetops and churches, to be run into bullets. Vessels were impressed and manned as men of war. For sailors, a bounty was offered. Negroes were haled from the plantations to help throw up defences; and, without rashness or exultation, but sufficient enthusiasm and firmness, the citizens of the new state looked to the hour of bloody trial as one which they could not escape, which they should not wish to escape, and which must, of necessity, be at hand. The seeds of revolution had been sown two years before; the fruits were now to be gathered, and with crimson hands, as from the wine-press.

A. D. 1776. The first attack made upon Charlestown was by the British fleet under Sir Peter Parker, and the land forces under Major General Clinton.

On the 28th day of June—a day which should be famous to all succeeding time in the animals of Carolina—this fleet, under the command of Sir Peter Parker, consisting of two fifty-gun ships, four frigates, and a number of smaller vessels, advanced

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to the attack. The first object which drew their attention was the little fort Moultrie, under command of General Moultrie, a mere speck upon Sullivan's island, which, it was not supposed, could maintain any protracted conflict. It was built of palmetto logs. The palmetto is a tree peculiar to the Southern States, the wood of which, being remarkably soft and spongy, is singularly suited to the purposes of defence against cannon. A bullet, entering it makes no splinters nor extended fractures, but buries itself in the wood, without doing hurt to the parties adjacent. Within the fort was a morass, which favored the defenders, as it extinguished the matches of such shells as fell in the enclosure. Some of the shells thrown on this occasion were found fifty years after, unexploded, with the fuse unconsumed, and the missiles with which they were charged, still in their original integrity—harmless memorials of the direst purposes of harm.

While the British fleet was preparing to attack the fort, Colonel Thompson, at the head of the third Carolina regiment, kept the land-forces of the enemy, under Clinton, in check at the eastern extremity of the island. His excellency tried to get across, but Thompson's rifles and two pieces of artillery effectually defeated his efforts. The main attack was upon Fort Sullivan. Between ten and eleven o'clock, the Thunder bomb-vessel began to throw its shells upon the fort. Four of the ships—the Actæon of twenty-eight guns, the Bristol and Experiment each of fifty, and the Solebay of twenty-eight—come boldly on to the attack. A little before eleven o'clock, the garrison fired four or five shots at the Actæon while under sail, but without doing hurt. When she came near the fort, she anchored, with springs on her cables, and commenced the battle with a broadside.

The battle lasted till near nine o'clock in the evening, and the ammunition of the little fortress was exhausted during

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its continuance. The guns were almost hushed, firing only at stated intervals. This led to the belief, on the part of the assailants, that the defence had ceased, and they sent up three vigorous cheers in token of their satisfaction. But a fresh supply of powder from the city soon undeceived them. The battle was renewed with ten-fold fury, and, though the imperfect structure which sheltered the Carolinians reeled and trembled to its base at every broadside which they fired, they kept to their guns, prepared to meet the invaders behind the crumbling ruins—such was Moultrie's resolve—rather than yield in a conflict upon which were equally staked the pride and the possession of their country.

The victory was complete; the British disappeared; Fort Sullivan changed its name to Fort Moultrie, which it now bears. The disappearance of the British men-of-war opened the port of Charlestown, and it became the entrepôt for gunpowder and other munitions of war which were exchanged for rice and indigo. The successful defence of Moultrie gave Charlestown a respite of two years from the calamities of war, during which time she enjoyed a lucrative commerce. In 1777 and 1778 she was the mart which supplied with goods most of the states south of New Jersey. An extensive inland traffic sprang into existence between her and the Northern towns, in consequence of the presence of the British fleets along the coasts of Virginia and New York. In this traffic more than a thousand wagons were incessantly employed.

A. D. 1778. On the fifteenth of January, 1778, a dreadful fire broke out which destroyed two hundred and fifty-two (252) dwellings, besides stores and other buildings valued, in those days, at $25,000. This conflagration was imputed to incendiary tories, and to some of the crews of British ships on the coast, whom the former received at night into the city.

A. D. 1779. The alliance between the colonial authorities and

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the French gave great umbrage, and was the cause of considerable concern to England. A flag, sent into the port of Charlestown from the commissioners of Great Britain, denounced the city, threatening it with the last and worst extremities of war, if it continued to prefer alliance with France to a re-union with the Mother-country. The answer was prompt defiance, and the flag-vessel was commanded instantly to depart from the waters of the State.

In May of this year General Prevost, the British commander in Florida, effected a junction with Lieutenant-Colonel Campbell, who had beaten the American General Howe in Georgia, at Savannah, and began a rapid march northwards with the intent of surprising and capturing Charlestown. In this they were easily defeated by the determination of General Moultrie within the defences, and the approach of General Lincoln who had succeeded Howe in command of the American forces in Georgia and South Carolina. Prevost crossed the Ashley on the 11th of May, and with more prudence than was required sat down before the breastworks and demanded a surrender; Rutledge, the President of the State, who was in Charlestown, knowing of Lincoln's coming requested time for deliberation which was granted. The delay was fatal to the British hopes, for Prevost learning by an intercepted letter of Lincoln's proximity instantly retreated with his forces.

A. D. 1780-2. The next attempt at the reduction of Charlestown was made by Sir Henry Clinton, who on the 11th of February, 1780 encamped within thirty miles of the city which was then in a bad plight. The people from the country afraid of the smallpox and yellow fever, and dreading to be locked up in a besciged town all summer, left the citizens and scanty garrison to shift for themselves. At Wappoo, on James Island, the British depot was formed, and on the first of April the invaders had crossed the Ashley and begun entrenchments

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within twelve hundred yards of the city defences, and shortly thereafter had erected five batteries on Charlestown neck. The fleet coöperating with Sir Henry Clinton crossed the bar about the same time and avoiding the error Sir Peter Parker had fallen into, they gave Fort Moultrie as wide a berth as possible, and avoiding a general combat, though somewhat bothered by the fire kept up by the brave Colonel Pinckney who commanded the fort, they came to anchor within a long shot of the town batteries. The Continentals in their weak condition till supplied with food and ammunition made a stout defence, but to no purpose, for on the 11th of May they were compelled, from sheer inability to longer continue resistance to capitulate. From that time till the close of the war the British held possession.

A. D. 1782. The war was at an end, and the time arrived for the British to leave. Having levelled the walls of the town and Fort Johnson, the British commander opened a communication with General Green, apprising him of the intended evacuation, and proposing terms in order that his departure might be a peaceable one. An arrangement accordingly followed, by which the Americans were to take possession as the enemy's rear-guard retired; the former pledging themselves to forbear all hostile attempts upon the movements of the British, on condition that they should do no injury to the city.

On Saturday, the 14th of December, 1782, this event took place. The morning gun was the siginal for the British rear-guard to abandon their advanced redoubts. General Wayne, at the head of three hundred infantry, the calvary of the legion, a detachment of artillery with two six-pounders, having been detached from the American army, had crossed Ashley river the night before, and was stationed in readiness to follow the enemy's movements.

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At the sound of the morning gun the two parties were put in motion, at an assigned distance asunder of two hundred yards. They moved down the King street road, till they had passed the lines, when the British filed off to Gadsden's wharf, where they embarked in boats which awaited them.

"It was a grand and pleasing sight," says General Moultrie in his memoirs, "to see the enemy's fleet, upwards of three hundred sail, lying at anchor from Fort Johnson to Five Fathom Hole, in a curve line, as the current runs; and what made it more agreeable, they were ready to depart."

The reluctance of the one party to leave, and the impatience of the other to succeed them in the possession of the city, led the British, now and then during the march, to cry aloud to General Wayne, that he was pressing too rapidly upon them. On such occasions, the halt imposed upon the Americans was a short trial of their patience.

Well might the Carolinians be impatient to behold those dear homes from which they had been so long exiled. Wayne moved forward, and halted on the south side of Broad street, nearly opposite to Church. In the rear of the American advance, came the Governor of the State, attended by General Green, and escorted by two hundred calvary. His council, and long troops of officers and citizens, followed on horseback. Smiling faces and joyful voices saluted the deliverers as they came. The balconies and windows were crowded with the aged men, the women, and the children, who for nearly three years had wept with apprehension and sorrow the absence and the loss of dear sons, affectionate brothers, and warm friends. Their tears now were those only of joy and triumph. "God bless you gentlemen; God bless you, and welcome, welcome home."

Such were the sweet words which hailed the long-banished citizens, and the long-suffering soldiery of Green. In tears,

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in silence, and on bended knees, the full hearts of the rescued citizens found utterance that blessed day.

A. D. 1783. This year Benjamin Guerard, of Charlestown, was made Governor of the State, and it was during his administration that the city was incorporated and called CHARLESTON.

A. D. 1789. The State records were moved from this city to Columbia, which town gradually becoming important, and being centrally located was chosen as the capital of the State.

A. D. 1791. Is famous as being the year of the visit of the Father of His Country, the great and good General Washington. On leaving here for Savannah he was escorted by Governor Vanderhorst, Generals Moultrie, Pickens, and most of the eminent citizens of the State. In 1795 and 1799 the yellow fever raged in Charleston, the victims being mostly foreigners.

A. D. 1812-30. During the war of 1812-15 except its effect on commerce Charleston suffered but little; that little being merely predatory excursions from ships blockading the harbor. In the face of the danger, though precautionary means were used, fortifications erected and measures of defence taken. But the city was unmolested as far as warfare was concerned.

A. D. 1830. In 1830, James Hamilton, jr., of Charleston, a distinguished lawyer, and a man of various abilities, who had succeeded to William Lowndes as the representative for Charleston, in Congress, was made Governor. He was an ardent opponent of the tariff laws; and, like a large proportion of the chief men of South Carolina, urged their veto by the sovereign interposition of the State. This period was distinguished by the great debate in Congress, involving organic topics of the Constitution—the rights of the States, and the Confederacy, respectively; the one party (State rights) claiming the Federal Union to be only a creature of the States, with limited powers not subject to consideration; the other, substantially asserting the control of the States by the

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Congress, and representing the Federal Union as a creature of the people at large—of the whole Confederacy. It seems proper, in this place, to show what was the position taken by South Carolina.

1. She contended that the bond of Union was a compact between the States, and called the Constitution. 2. That this was a compact between sovereign equals, in which they pledged themselves to forbear the exercise of their sovereign power over other equally specified objects, through the agency of a general government. For external purposes, these powers were to be exerted jointly; for internal purposes, or State matters, to be exerted separately.

3. That the Federal Constitution was a compact jealously devised; cautiously guarded by limitations and specifications, conceding power to the general government only in certain respects, which were all declared, and reserving all other powers, not enumerated in the instrument, to the exercise of the individual States.

4. That, in forming the Constitution, the States divested themselves of none of their sovereignty; that the Constitution is a power of attorney, under which the functionaries of the general government, as the agents of the States, are to do the duties assigned them by the paramount authority, the states.

5. That, as the Congress of the United States is but the agent of the States, the refusal of the States, or any of them, to recognise the laws passed by the Congress is an inherent right of the principal. That it is an absurdity to talk of a State rebelling against the general government. The superior can not rebel against the inferior—the inferior against the agent.

6. That each State has the right of a veto on any act of Congress which it shall deem unconstitutional. The unconstitutional laws are null and void *ab initio*.

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7. That, in virtue of her sovereignty, the State is the judge of her own rights, and is bound to her people to protect them against the usurpations of Congress by *nullifying* the unconstitutional law, and relieving her citizens from all obligations to obey it. This is by *nullification*, or the interposition of the *State veto*, uttered in its sovereign capacity.

In South Carolina there was a large party opposed to the extreme measures which were contemplated by the majority. This party, claiming equally to be of the State-rights doctrine with the party nullification—recognizing the *right* of secession from the Confederacy on the part of a State no longer sure of its rights within it—were yet incapable of recognizing the right of nullification; that is, the forbidding of one or more laws of Congress while still remaining an integral port of the Union. And in the local contests of parties, both became heated to such a degree as to threaten the country with civil war. Their respective numbers may be rated, that of the nullification party at twenty thousand, that of the Union party at fifteen thousand.

The leaders on both sides were remarkably-endowed men. On the one side were arrayed such men as Calhoun, Hayne, M'Duffie, Hamilton, Trumbull, Preston, Cooper, Hammond, Harper, Smith (Rhett) Elliott, and many others equally enthusiastic and perhaps able; on the other were Poinsett, Huger, Pettigrew, Legare, Grimké, Lee, Drayton, Johnson, Elliott, Memminger, Cunningham, Richardson, Perry, etc.

The nullification party was successful, triumphed everywhere at the ballot-box, and had the destiny of the State in its hands. The rest rapidly followed. On the 17th of December, 1830, South Carolina made a formal declaration of State-rights principles, and enacted an ordinance to nullify the operation of the act of Congress imposing duties, etc.

General Andrew Jackson, then President of the United

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States issued, a proclamation denouncing the ordinance of nullification, and commanding the obedience of the citizens of the State to the federal law. Hayne, who had been succeeded in the U. S. Senate by Calhoun, was then Governor (1832.) He issued a counter manifesto, asserting the sovereignty of the State, and the citizens prepared for resistance to the authorities at Washington. But bloodshed was averted. A compromise measure on the tariff, whereon had arisen the difficulty, was introduced into Congress which satisfied Mr. Calhoun and the representatives from South Carolina, and the relations between the State and the Federal government were harmonized, though it was felt that the reunion was only temporary, and it was even then asserted that very soon an unrepairable rupture would occur between the State and the United States government.

The intervening years between the nullification agitation and secession of 1861 passed quietly and smoothly by, broken only by the ripple caused by the Mexican war. The city grew and increased in wealth and importance, till in 1860 the population was 40,522.

A. D. 1861. The causes which led to the late war cannot be discussed in a work of this kind, but we are struck by the remarkable uniformity of South Carolina's action, and the part played by the citizens of Charleston in all the revolutions in which they have been concerned. And it may with truth be said that in all struggles for the preservation of what are conceded to be the fundamental principles of a republican form of government, the State and city have been foremost; their people have, without exception, been the leading spirits. Between the rebellion of 1776 and that of 1861 great similarity exists.

Several of the actors in this last are yet alive, and must be struck with the resemblance of the measures adopted by their

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predecessors and themselves for accomplishing great and similar events. In both cases a well-intentioned people, alarmed for their rights, were roused to extraordinary exertions for securing them. They petitioned, in a legal channel, for a redress of their grievances; but that being refused, they proceeded to bolder measures. Before they took decisive steps from which there was no honorable retreat, they both cemented their union by an association generally signed by the inhabitants. The physical force of government in all countries rests with the governed; but from the want of union and concert, they often quietly submit to be ruled with a rod of iron or make such feeble, injudicious efforts in the cause of liberty as incur the penalties of rebellion; instead of gaining the blessings of a change for the better. The case was otherwise in Carolina. In both revolutions, an honest people engaged by a solemn agreement to support each other in defence of their rights, and to yield obedience to the leaders of their own appointment. When they had bound themselves by the tie of an association, they seized their arms—took the forts and magazines into possession—and assumed the direction of the militia. A new government, without confusion or violence, virtually superseded the existing authority of the proprietary governor in one case and of the United States Congress in the other. The revolutioners, in both, respectfully asked their former governors to join them; but from principles of honor and delicacy they declined. On their refusal they became private persons, and the people proceeded without them to organize every department of government by their own authority. The popular leaders in one case called themselves a provincial congress, in the other a confederate government; but in both, when the act of revolution was completed, they passed laws in the usual manner—and by manifestoes, justified their conduct to the world. In these proceedings

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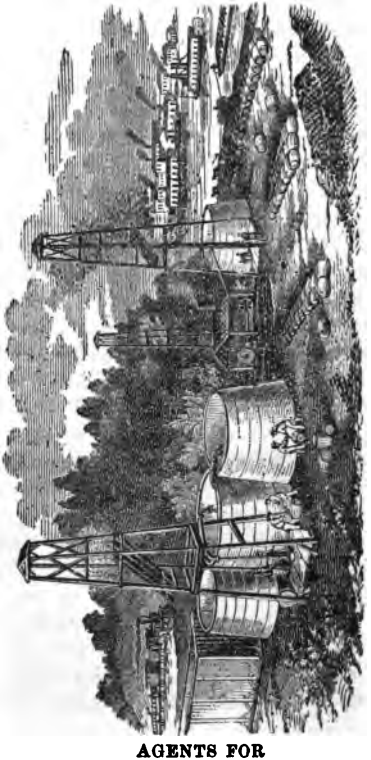

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neither faction nor party had any hand. The general interests of the great body of the people stood for the polar star by which public measures were regulated.

On the 26th of December, 1860, Major Robert Anderson abandoned Fort Moultrie, and transferred the garrison under his command to Fort Sumter. Before removing he spiked the guns and destroyed the carriages.

That change of base threw the community into great excitement, and embittered the feeling that had taken possession of the public mind. That act was looked upon as a violation of faith on the part of Major Anderson, as up to the evacuation of Fort Moultrie, there was a mutual agreement between South Carolina and the Federal Government, binding both parties to refrain from acts of a hostile nature.

It is worthy of record that the first flag hoisted on the ramparts of Fort Moultrie, was the Palmetto ensign of the steamer General Clinch, and Major Anderson was the son-in-law of the distinguished Georgian for whom the steamer was named.

On the 27th of December, Castle Pinckney and Fort Moultrie were occupied by volunteer commands. The former by the Rifle Battalion, under Col. J. J. Pettigrew, the latter by the Washington Artillery, the German Artillery, the Lafayette Artillery, and the Marion Artillery, under the command of Colonel Wilmot G. DeSaussure.

At 12 o'clock on the 11th of April, General Beauregard made a formal demand for the surrender of Fort Sumter which was refused by Major Anderson, and General Beauregard proceeded to compel compliance with the demand he had made.

At twenty minutes past four o'clock, on Friday morning, April 13th, the battle was begun by Fort Moultrie. The boom of those guns produced the wildest excitement. Hundreds of

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people passed the previous night on the battery, and on the wharves that commanded a view of Sumter, and the other batteries; and when the startling sound broke upon the ear, instantly the thoroughfares were thronged with men, women and children, rushing with breathless haste to the field of strife.

Major Anderson replied to the guns of Moultrie with three of his barbette guns, and then the battries on Cumming's Point, Mount Pleasant, Fort Johnson, and the Floating Battery, opened a spirited fire of shot and shell.

This bombardment lasted forty hours. About three thousand shot and shell were fired at the fort, a large number of which did execution. The attack and the defence were marked by firmness, spirit and intrepidity; and it is a fact worthy to be remembered, that not one life was lost on either side.

A. D. 1863. On Tuesday, 8th April, 1863, another important battle was fought, in the prolonged and valiant defence of Charleston.

At two o'clock, in the afternoon, the Northern fleet advanced down the main ship channel, in two lines of battle, each line composed of four monitors.

The first line advanced slowly toward the buoy about fourteen yards from Fort Sumter, the Passaic taking the lead.

Fort Moultrie opened rapidly by battery on the leading monitor. In a a few minutes the barbette battery on the east face of Fort Sumter, commanded by Capt. Fleming opened. At ten minutes past three Battery Bee, and Forts Wagner, Beauregard, and the Battery on Cumming's Point, joined in the melee, and the engagement became general.

The first line steamed up one monitor after another to the fort, remained under fire about thirty minutes, and retired content with the glory they had won.

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Formerly with W. G. Whilden & Co.

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Then the second line of monitors advanced, led by the Keokuk. This splendid war-craft took her position within nine hundred yards of Fort Sumter, which fort poured a concentrated fire on the daring vessel, the other batteries plying her with all vigor. She stood the storm manfully for forty minutes, when she retreated so damaged, both in turrets and hull, that making her way out of the fight with riddled smokestack, and steam escaping from the holes in her sides, she went down the next morning at her anchorage.

During the engagement the monitors fired ninety balls, only about forty of which struck Fort Sumter. The Fort sustained considerable damage. None were killed.

Nearly the whole of Morris Island was captured by the Federals on July 10th, and this was followed by two unsuccessful attempts to take Battery Wagner, in which after suffering terribly in killed and wounded the Northern troops were compelled to fall back; but it was on the 18th of the same month that the most bloody struggle for the possession of the Battery took place, in which the Confederate forces held their own, and lost only one hundred to the attacking party's fifteen hundred.

Early in August, the enemy opened fire on Sumter, from a battery of Parrott guns, distant two miles and five-eights from the fort. The steady and effective cannonading was maintained at regular intervals, until the grand old fort was abandoned. Its successful defence is an achievement that reflects immortal glory on the intelligence, skill, perseverance and valor of all who shared its dangers and difficulties.

On Friday night August 21st General Q. A. Gilmore demanded the surrender of the fort, threatening in default of compliance to bombard the city, and allowing only four hours for a reply, General Gilmore's communication was received by General Beauregard at nine o'clock on Saturday

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J. W. ALFORD, President. D. L. EATON, Actuary.

DAN TALMAGE'S SONS,
RICE,
ADGER'S WHARF,
CHARLESTON, S. C.

John F. Talmage. Van Nest Talmage.

—:o:—

108 Water Street, New-York,

HOLMES & MACBETH,
BANKERS & BROKERS,
No. 31 BROAD STREET,
CHARLESTON, SO. CA.

GEO. L. HOLMES. KEY BOX 44. ALEX. MACBETH.

LOWNDES & GRIMBALL,
STOCK AND REAL ESTATE BROKERS,
NO. 27 BROAD STREET,
CHARLESTON, S. C.

PINCKNEY LOWNDES. BERKLEY GRIMBALL.

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but between one and two o'clock that morning, the Northerners opened fire on the city, and threw thirteen eight-inch shells, at intervals of about fifteen minutes. One shot struck the store of G. W. Williams & Co., at the corner of Church and Hayne streets, doing some damage to the building, and setting fire to some loose straw. The fire caused no little excitement, but it was easily put out.

Those shells were thrown from a battery located in the marsh between Morris Island and Black Island over five miles from Charleston.

That was the beginning of a bombardment prolonged through many weary months. There were thousands of shells thrown into the city from the batteries on Morris Island, but though many buildings were struck, few lives were lost, and the damage done was far from being an equivalent for the vast sum of money the shelling cost.

The Federal success on the 10th July, made it evident that Morris Island must eventually fall into their hands. Its defence had been marked by resolution and valor that reflects undying fame on the men who shared the dangers of that memorable campaign.

After maintaining the defence for forty-eight days, Morris Island was evacuated Sunday night, September 6th, 1863.

There were many spirited contests on the Islands and around the defences of Charleston in 1863 and '64, the last of which of great importance was that of John's Island, which took place on July 9th, 1864, in which the Southerners gained a decisive victory.

From the battle of John's Island to the day upon which Charleston was evacuated, no event of special interest occurred. The hostile gun continued to play upon the batteries and the city, killing and wounding and setting fire, but without accomplishing any end at all commensurate with the immense outlay of

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COMMERCIAL FERTILIZERS AND

SOUTH CAROLINA PHOSPHATES.

Manufactured at the Wappoo Mills, Ashley River, Charleston, S. C.

Importers and Sole Agents in Southern States for

PORTLAND CEMENT,

Messrs. J. B. White Bros., London.

SILICATE PAINTS,

The Silicate Paint Co., Liverpool.

IMPERIAL MANURES,

Messrs. Griffiths, Bettison's & Co., Liverpool.

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skill, labor, perseverance and money. The end at last was attained. The goal was reached and the prize won. Charleston was evacuated on the 17th February, 1865.

The Federals took possession of the works around the city, but not until after they were abandoned. Every effort they made to accomplish that end had been frustrated. The battles fought on the land, had resulted in defeat. Fort Sumter was torn to pieces by shot and shell. Day and night, for many months, the storm of battle smote and shook its walls, until their strength and symmetry was so marred, it pained the heart to behold it!

Following is the official correspondence between the Mayor of the city and Lt. Col. Bennett, in command of the Federal forces near the city.

To the General Commanding the Army of the U. S at Morris Island:—

Sir:—The military authorities of the Confederate States have evacuated this city. I have remained to enforce law, and preserve order, until you take such steps as you may think best,

Very respectfully,

Your obedient servant,

(Signed,) CHARLES MACBETH,

Mayor.

HEAD QUA., U. S. FORCES, CHARLESTON HARBOR,

North Atlantic Wharf, Feb. 18, 1865.

Mayor Charles Macbeth:

I have the honor to acknowledge the receipt of your communication of this date. I have in reply thereto, to state that the troops under my command will render every possible assis-

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F. VON SANTEN,

IMPORTER OF

FINE FANCY GOODS,

Toys, Dolls, Games, Children's Carriages, French Confectionery, Fire Works, India Rubber Goods,

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229 KING STREET, 2 doors above Market,

CHARLESTON, S. C.

CIGAR AND TOBACCO HOUSE,
No. 310 KING STREET.

EMPEROR WILLIAM

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tance to your well-disposed citizens in extinguishing the fires now burning.

I have the honor to be, Mayor,

Very respectfully,

Your obedient servant,

(Signed,) A. G. BENNETT,

Lieut Col. Commanding U. S. Forces, Charleston.

The navy took possession of Fort Moultrie and Castle Pinckney, and a volunteer party of ten men from Morris Island planted the U. S. flag on Fort Sumter.

The city is recovering from the effects of the bombardment and the scars of war are being rapidly effaced. Energy is marking the transaction of business; new enterprises are being started daily, and the near future of the city is a bright one, the brighter for the gloom from which it is emerging. The advertisements in this book may be taken as an indication of what the business prospects are; though but comparatively few of the business houses are included owing to want of space; they are the best and the rest are many and scarcely behind.

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DEALER IN

WINDOW CURTAINS,

Furniture Coverings, Lace Curtains & Window Decorations, Piano and Table Covers, Window Shades and Hollands,

PAPER HANGINGS AND DECORATIONS,

MATTRESSES MADE TO ORDER AND REPAIRED.

Lounges and Chairs upholstered on Reasonable Terms, at

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OPPOSITE WAVERLY HOUSE.

Wm. P. Ravenel. Wm. P. Holmes. G. S. Coffin.

RAVENEL, HOLMES & CO.,

COMMISSION MERCHANTS.

Agents of Steamers for Savannah, Beaufort, Georgetown, and the Pee Dee and Santee Rivers.

EAST BAY ST.,

CHARLESTON, S. C.

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CHARLESTON.

PART II.

DESCRIPTIVE.

The city of Charleston is situated in Latitude 32°, 46′, 33″, North, and Longitude 79°, 55′, 38″ West from Greenwich. It is 125 miles, S. S. E. from Columbia, the capital of the State; 110 miles from Savannah; 165 miles from Wilmington; 547 miles from Washington; 587 miles from Baltimore; 684 miles from Philadelphia; 773 miles from New York, and 989 miles from Boston.

The corporate limits of the city extend from the Battery, or White Point, on the extreme southern verge of the city to an arbitrary line on the North. It includes within thes limits an area which, according to the usual mode of building, in northern cities would contain from three hundred thousand to four hundred thousand people. The city is laid out with tolerable regularity. The streets, with few exceptions, cross at right angles. Two of the principal, King and Meeting, run North and South, nearly parallel the whole length of the city but converge to an intersection about three miles out. Meeting street is a fine broad avenue over sixty feet in width hav-

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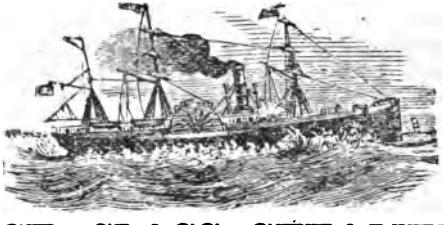
The Baltimore and Charleston Railroad Company's Line of



FIRST CLASS STEAMERS.

FALCON.....Capt. John F. Haynie.
SEA GULL.....Capt. N. P. Dutton.
MARYLAND.....Capt. J. V. Johnson.

Through Bills Lading to and from Baltimore and the West and Northwest, via Charleston and Baltimore, Columbia, Augusta, Milledgeville, Atlanta, West Point, Marietta, Chattanooga, Rome, Selma, Vicksburg, Montgomery, Mobile, Chester, Charlotte, N. C., Ashville, N. C., Florence, Darlington, Society Hill, Cheraw; and all stations on the following Railroads: South Carolina, Georgia, Northeastern, Charlotte, Columbia and Augusta, Cheraw and Darlington, Greenville and Columbia. Also, make close connections with Steam Lines to all points in Florida, giving Through Bills Lading to Fernandina Jacksonville, Palatka, Enterprise, etc. Also to Boston and Philadelphia. Freight to the latter city forwarded by railroad from Baltimore without additional insurance and Consignees are allowed ample time to sample and sell their Goods from the Railroad Depot in Philadelphia.

For Freight or passage having good accommodations apply to
PAUL C. TRENHOLM, Agent,
No. 2 Union Wharves.

☞ Rates always low as any other route, Agents in Baltimore: MORDECAI & CO. in Charleston. MORDECAI & CO., and PAUL C. TRENHOLM.

PAUL C. TRENHOLM,

Shipping and Commission Merchant, and Agent of the Baltimore Steamers: orders for Cotton, Rice, Naval Stores and Lumber promptly executed. Naval Stores a specialty. No 2 UNION WHARVES. CHARLESTON, S. C.

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ing on it most of the public buildings and a good proportion of the wholesale trade. East Bay street is the centre of the wholesale trade, however, in everything but dry and fancy goods and leather. Broad street is mostly occupied by the dealers in stocks and the banking and insurance houses, and lawyers' offices. King street, too narrow for its uses, is the fashionable shopping street. The cross streets extend from the Ashley to the Cooper rivers, from East to West, and viewed from a strict hygienic stand—point, are too narrow for health, though the opinion of the people one hundred years ago, when they were laid out, preferred narrow to wide streets as affording shade and as giving more volume and force to the progress of the breeze. The houses in the city are mostly of brick or wood, there being but comparatively few of stone. Charleston exhibits a peculiar taste in architecture. It is like no other city in the Union in this respect. No people could be more individual or independent of one another. There are few regular rows or blocks of buildings. There is no such thing as uniformity in shape or fitting. Each man has built after his own taste and there are some singular emanations of fancy; but what is lost in regularity is gained in variety, and with fine gardens, open plots of shrubbery, shade and fruit trees, the beech and orange, creepers, vines, the rich foliage of the magnolias, the oak, the cedar, the Pride of India, girdling the white dwellings and the green verandahs, the effect is grateful and highly picturesque.

There are but few public squares in Charleston, and what there are, are generally small; there is less need for them here than in cities where a large proportion of the private dwellings are crowded, together for in this city most of the houses of the better class may be said to have each its square. City Hall Square is insignificant; Citadel Square is a moderately large parade ground, and in the upper parts of the city

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THE SPLENDID STEAMERS.

DICTATOR, ... Captain Coxetter.
CITY POINT, ... Captain McMillan.

WILL SAIL AS FOLLOWS:

The DICTATOR will leave Charleston every *Tuesday Evening*, at 8 o'clock.

The CITY POINT on every *Friday Evening*, at 8 o'clock.

FOR FERNANDINA,
JACKSONVILLE,
PALATKA,
AND ALL LANDINGS ON ST. JOHN'S RIVER.

These Steamers connect with Rail Road at Tocoi for St. Augustine, and at Jacksonville with Steamer Starlight for Mellonville, Enterprise, and all landings on Upper St. John's and at Palatka with Steamers for the Oklawaha River.

Close connection is also made with Steamships at Cedar Keys for New Orleans and Havana, shippers can rely on no detention of freights to New Orleans, and at lowest rates.

For Freight or Passage, having first-class accommodations apply to

RAVENEL & CO., Agents,
Corner Vanderhorst's Wharf and East Bay.

☞ Through Bills of Lading given to New Orleans.

☞ These Steamers connect with Steamer SAN ANTONIO, at Savannah, for Darien, Brunswick, Satilla River and all intermediate landings. Freights prepaid for these points here.

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there are several small enclosures equal to a block each which are attractive though not much frequented.

The city is resorted to in summer as a watering place by the people of the country, less now than before the war, and those who do come spend most of their time on Sullivan's Island of which more anon.

The city covers a considerable extent of territory, more than its number of inhabitants would seem to imply as in other cities, in consequence of the suburban character of so many of its residents. The dwelling houses of the wealthy and the old families are generally isolated having large open grounds on every side which are cultivated in gardens. Rare exotics, the finest fruits, the peach, the nectarine, the orange fill these spaces and, with the vine, impart a rich tropical character to the aspect of the abodes, which in themselves may be neither large nor magnificent. Ample piazzas and verandahs ranging from one to three stories give coolness and shade to the dwelling. The fire of 1861 destroyed many of the largest business blocks and private dwellings but enough are left to indicate the character of the whole city and show what it will be when trade prospering under the influence of peace and the development of the great resources of the country build the city again and restore it to its *antebellum* splendor. Railroads emerging from the city pass into the heart of the State, penetrate the mountainous region and with their numberless branches form connections with the neighboring States of North Carolina, Georgia, Tennessee, Alabama and Mississippi. Hence it is that Charleston is destined to be one of the greatest, if not the greatest, mart in all the South for the great staples, cotton, rice, tobacco, indigo, grain, bacon, wheat, tar, pitch, turpentime, and to a great degree, for vegetables and fruits with which, through steamships, she supplies New York and other northern cities. In the immediate vicinity are grown the fine

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Seed and Agricultural Warehouse,
353 KING STREET,
SIGN OF PLOW,

WOOD, TIN, WILLOW WARE AND HOUSE FURNISHING GOODS IN VARIETY.

BLUM & MILLER,

Successors to Landreth & Co.

Northeastern Railroad Company.

Trains will leave Charleston Daily at 10.15 A. M. and 5.00 P. M.

Arrive at Charleston 7.30 A. M. (Mondays excepted) and 2.45 P. M.

Train does not leave Charleston 5.00 P. M, SUNDAYS.

Train leaving 10.15 A. M. makes through connection to New York, via Richmond and Acquia Creek only, going through in 44 hours.

Passengers leaving by 5.00 P. M. train have choice of route, via Richmond and Washington, or via Portmouth and Baltimore. Those leaving FRIDAY by this Train lay over on SUNDAY in Baltimore. Those leaving on SATURDAY remain SUNDAY in Wilmington, N. C.

This is the cheapest, quickest and most pleasant route to Cincinnati, Chicago and other points West and Northwest, both Trains making connections at Washington with Western Trains of Baltimore and Ohio Railroad.

S. S. SOLOMONS,
Engineer and Superintendent.

P. L. CLEAPOR, Gen'l Ticket Agent.

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cotton of the sea islands and the largest rice crops of the United States.

Among the sights in Charleston the most renowned is

FORT SUMTER.

This renowned ruin, situated at the entrance of our beautiful harbor between Morris' Island, and Sullivan's Island, and known throughout the civilized world on account of its connection with the late civil war and the important part it played in its inauguration, dates its foundation back to nullification times. Its history until the latter period was only interesting to the parties engaged in its construction. It was built after the old style of casemated brick forts and was arranged for three tiers of guns, two in casemates and one in barbette. The points connected with Major R. Anderson's strategic movement, when transferring his little command from Fort Moultrie to Sumter, are still fresh in the minds of all and the bombardment on the 12th, and 13th of April 1861, and Major Anderson's conditional surrender on the 14th, after a brave and stubborn defence, are matters of history. For a couple of years the Confederates held undisputed possession and during this time they greatly strengthened the inside with sand bags and fascines. On April 6th, 1863, Sumter was a second time bombarded, this time by the Union iron clads, Wechawken, Passaic, Montauk, Patapsco, New Ironsides, Catskill, Mantuoket, Nahant and Keokuk, under the command of Admiral Dupont, with an unimportant result. When General Gilmore took command of this Department he felt the necessity of occupying Morris Island; a combined naval attack gained him a footing on the south end, but here he found his advance retarded by the guns of Sumter. He consequently built several heavy batteries, and on their completion in conjunction with the iron clads he opened an irregular bombardment on the obstacle on August 18th, 1863, which continued until the

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JOBBER AND DEALER IN

TOYS, TRIMMINGS AND FANCY GOODS, FANCY CHINA, MUSICAL INSTRUMENTS AND STRINGS, ZEPHYR WORSTEDS, BASKETS, GLASS SHADES.

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344 KING STREET.

CHARLESTON, S. C.

BOOKBINDING.

HIRAM HARRIS,

61 HASEL STREET,

(OPPOSITE SOUTHERN EXPRESS OFFICE.)

On the route between the Hotels and King Street

Every description of Bookbinding executed at this office.

Names engraved on Books, travelling cases, etc, in the best style.

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STOCK AND EXCHANGE BROKERS,

43 BROAD STREET,

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H. M. CLECKLEY, M. D.,

HOMOEOPATHIST.

Office No. 70 HASEL STREET,

CHARLESTON, S. C.

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24th, of the same month when General Gilmore reported Sumter "a shapeless mass of ruins." Though occupied after that date it was no longer of use to the Confederates, as the batteries on Morris Island completely covered it. Its appearance after its evacuation on February 17th, 1865, was ruinous in the extreme; the sides facing Morris Island and the sea were almost totally demolished, most of the casemates had filled in and the interior was filled with loose brick, and shot and shell, of all sizes. Strong as it was supposed to be, at the breaking out of the rebellion, a two days bombardment, from a few hastily constructed batteries, brought its first garrison to terms and a seven days irregular fire from land and sea, left it in "a shapeless mass." This is a brief outline of the war history of Sumter. The jagged marks of war are now, however, being rapidly obliterated. Colonel Ludlow, an engineer of great experience, superintends the reconstruction and he is determined to push the work as rapidly as possible. It will retain its old shape, but in future it will rank among "heavy water batteries;' the outside wall will be rebuilt at a height ranging from thirteen to twenty six feet; above this a heavy earthen parapet will be constructed, which will slope off at a considerable angle on the inside; on this parapet at regular intervals, well protected, four two hundred pound Parrot rifled and nine fifteen inch smooth bore guns will be mounted, the present dock and Sallyport will be removed and a new entrance will be constructed on the west side. Relic hunter's can reach the Fort, any day, in sail boats from Southern Wharf. The most commodious of these little crafts in the sloop yacht Annie, whose accommodating Captain can always be found at the last named wharf. The fort is at present in charge of Ordinance Sergeant James Kearney who offers every facility to strangers.

FORT MOULTRIE AND VICINITY.

This renowned fortress on Sullivan's Island, though still a

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JOHNSTON, CREWS & CO.,

IMPORTERS AND WHOLESALE DEALERS IN

STAPLE AND FANCY

DRY GOODS,

41 HAYNE STREET,

CHARLESTON, S. C.

A. S. JOHNSTON,
A. J. CREWS,

J. M. BRAWLEY,
A. S. J. PERRY,

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fort, is quite a ruin. The walls still stand, and the furnace for heating shot, and there are a few cannon mounted, but the barracks are all gone. It is truly a melancholy sight to gaze upon the wreck of a fortification standing dilapidated upon a spot where so much glory has been won. At the northern outlet of the fort attention is arrested by a modest iron railing surrounding a grave over which stands a marble slab bearing the name of Osceola. Here rest the remains of the celebrated chief of the Seminoles who remained a half hostage half prisoner from the conclusion of the Seminole war in Florida to the time of his death in the fort; not in close confinement for he was allowed to wander over the island. Some admirers of his noble character and lofty patriotism have erected the humble memorial over his remains. Extending from the fort down to the beach was a line of petty forts or earthworks the site of which is yet distinct. The first of importance is Fort Beauregard, a common earthwork, but somewhat improved in strength since it was first manned by the Vigilant Rifles, in the spring of 1861. There are no guns on the fort now, and its peaceful appearance is still further increased by the Surf House, which has been erected since the close of the war for the accommodation of visitors to the island. In front of Fort Beauregard is the most beautiful part of Sullivan's Island beach. It is a wide and almost level strip of hard white sand, with a few sea shells scattered here and there over its surface. Years ago the shells were numerous, and many of them of rare beauty, but for a long time they have been scarce, whether because of their being carried off by visitors, or on account of the increase of steam navigation in the harbor, it is difficult to tell, but probably both these causes have combined with others to diminish the number of shells on the beach. Towards the eastern end of the island is the Myrtles, and near by the old battery which used to be

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NO 34 WENTWORTH STREET,

CHARLESTON, S. C.

New and efficacious treatment of

RHEUMATISM AND NEURALGIA.

In all other arthritic complaints, as rheumatism, gout, neuralgia, &c., this practice is almost perfect. The most intense pains are almost instantly relieved, enormous swellings are reduced, limbs which have been contracted and stiff for years are relaxed. Cases of twenty, thirty and forty years' standing have been cured by me after all other means have failed. A great accomplishment is my triumph over pain by which I can often in a few moments, soothe and carry off the most excruciating sufferings. If this system did nothing more than to relieve pain, it would stand superior to any other system extant. Thousands suffer from that most annoying, disagreeable and offensive complaint, Catarrh, without knowing what it is. Often the secreted mucous, flowing down the throat, clogs up the lungs and lays the foundation for consumption. The most skillful physicians fail to cure it. I cure any case of obstruction stopped up head, discharges of greenish, thick, thin, or glairy mucous from the nose, internal or external pain or fullness between the eyes, constant blowing of the nose, inflammation of the nasal passages, ulceration of schuciderian membrane, &c., in the course of a few days.

DEAFNESS.

I am daily treating all affections of the ear with the most gratifying results. Some who paid aurists nearly $1000 without benefit have been cured by me in a few weeks at a moderate expense.

MERCURIAL DISEASES.

Mercury, injudiciously used, has filled the earth with wrecks of humanity. Thousands suffer from its effects who have been unconsciously drugged by their physician. It is vain to attempt the cure of the majority of diseases while it remains in the body. Although I have heard of several so-called antidotes for mercury in the human body, I have never yet seen a physician who could eliminate it from the system. I can satisfy any patient or physician that I can absolutely abstract mercury, lead, zinc, and other mineral poisons in every case.

CANCERS.

Every description of Cancer and Tumor, I treat with the greatest success. After the Charlatans styling themselves "Cancer Doctors," have given up Cancers and they are pronounced incurable I never fail to make a permanent cure. My terms for treating Cancers are based on the age and condition of the patient.

Office hours from 9 A. M, to 7 P. M.

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manned by the Washington Light Infantry in 1861, is a fine view of the open sea, and Drunken Dick Shoals and Long Island. Just back of this is the old camping ground of Pettigrew's Rifle Regiment at the time of the first bombardment of Fort Sumter. The houses on the island are generally small, even when they attain the dignity of two stories, although there are several that are of respectable size and appearance, especially in the neighborhood of Fort Moultrie. Sullivan's Island, with its mementoes of of peace, its relics of war, its gradually returning prosperity, upon the very confines of an uncertain ocean, is a condensed epitome of the whole Southern country and its unfathomable future.

The steamer Pocosin, Captain Gannon, makes several trips daily from the Market street wharf, and visitors can set their minds on being courteously treated and well cared for while in transit to and from the island.

MORRIS' ISLAND.

On the wide, white beach at Cumming's Point, where were the Mortar Battery and Stevens' Iron-Clan Battery, we see a large earthwork, the remains of "Fort Putnam." Two or three one-hundred pounder Parrot guns are bearing on the city, and are placed at an elevation of almost forty-five degrees; a few more guns are pointing in the derection of Sullivan's Island, and a stockade fence divides Fort Putnam from the marsh, and an old flag staff still stands but bears no colors. In strolling up the old military road one passes a continuous series of fortifications, resembling Fort Putnam in almost every respect for about a half a mile. At length we come to Battery Wagner. That fort now consists only of two high sand walls, extending entirely across the island, which is here very narrow, joined by a short wall on the sea side, and the embankment is higher on the sea side than elsewhere. In

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SCHOOL BOOKS, CLASSICAL BOOKS,
Sunday School Library Books,
SCHOOL CARDS, BIBLES, HYMN BOOKS,
PRAYER BOOKS,
Miscellaneous and Theological Books,
JUVENILE BOOKS,
And a general Assortment of
SCHOOL AND MISCELLANEOUS STATIONERY.

N.B.—Books will be sent to any part of the country by Mail or Express, FREE OF EXTRA CHARGE, on receipt of Publisher's price.

260 KING STREET,
(IN THE BEND),
CHARLESTON, S. C.

WILLIAM G. WHILDEN,

WATCHES, JEWELRY, SILVER WARE,

255 KING STREET,

CROCKERY, CHINA AND GLASSWARE,

Persons residing out of the City, can have their orders carefully filled and all information as to quality and price given.

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front of the fort is a large canal, now dry, and not very deep, but which was probably much deeper and filled with water when the battery was built.

The appearance of Morris' Island, in front of Battery Wagner, has much changed. The houses have all disappeared, and the hill on which they stood has disappeared also. Vinegar Hill, the old encampment of the Irish Volunteers, and in fact the island is a perfect flat up to the old sand hills where the Lighthouse used to stand. Just across Lighthouse Inlet is Folly Island, where Gilmore erected his masked battery, and thus gained a march on his antagonists that was never recovered. A walk back to Cumming's Point along the beach gives one an opportunity to enjoy a fine sea view and to pick up sea shells which are quite plentiful. Morris' Island beach is in every way more attractive than that of Sullivan's Island; it is wider, whiter, dryer, commands a better view of the ocean, and has a greater variety of shells. A walk on Morris' Island is as pleasant an episode in an afternoon's sail as would be furnished by any locality of the harbor.

ABOUT THE HARBOR.

Nearest the city, is Castle Pinckney, with its unscarred earthworks, bristling cannon, and neatly finished barracks. It played an unimportant part in the war.

Somewhat further, almost in mid-channel, are the crumbling ruins of Fort Ripley, a small but powerful earthwork, built during the war, on an artificial foundation, to protect the city from any advance of the enemy's shipping. It is now in a very dilapidated condition, and entirely dismantled. Beyond that are the green banks of James' Island, on which stand the remains of Fort Johnson, from which the first shell of the war was thrown. On the left Mount Pleasant and Christ

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PAVILION HOTEL.

CHARLESTON, S. C.

—:o:—

G. T. ALFORD & CO.

PROPRIETORS.

—:o:—

R. HAMILTON,

SUPERINTENDENT.

PERSONS VISITING CHARLESTON SHOULD NOT FAIL TO VISIT

HOUSTON'S

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Church, the blue waters of the Wando and Cooper, and the upper wharves of the city complete the circle.

MOUNT PLEASANT.

Walking up the wharf, the words are seen "Mount Pleasant Headquarters," painted in large, black letters on the side of a whitewashed house. On the left is the lot left vacant by the burning of the Mount Pleasant Hotel, a short time before the commencement of the war, which is still unoccupied, and has become so grass-grown that, being altogether unenclosed, there is now no sign that it ever was the site of a handsome building.

Perhaps the most interesting spot in the little village, and the one that will attract most visitors, is the

SOLDIERS' BURYING GROUND.

It contains about an acre of ground in an elevated situation, and here lie buried not only the remains of Confederates and Federal soldiers who died or were killed during the late war, but also those of the State troops who died during the war of 1812. To the memory of these last a monument was erected many years ago, which still stands, and, though in a somewhat dilapidated condition, is the most conspicuous object in the burial ground. It is built of brick, and the upper part is a pyramid, which rests on a square foundation, on two of the sides of which marble slabs have been let in, while the other two have been covered with white plaster to resemble the marble. One of the slabs bears the following inscription: "On the 18th of June, 1812, the United States of America declared war against Great Britain. At the first sound of the trumpet, the patriot soldiers who sleep beneath this monument flew to the standard of liberty. Here they fell beneath the scythe of Death. The sympathies of the

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brave, the tear of the stranger, and the slow dirges of the camp attended them to their tomb:

> "'How sleep the brave who sink to rest,
> With all their country's wishes blest,
> The laurel leaf of shining green
> Will still around their tomb be seen.'"

On the other side is the following inscription bearing the names of those who rest beneath:

"Sacred to the memory of Sergeants Tillman, Goodrich, and Adam C. Spencer; also, of William Aarant, David Rutland, John Williams, John A. Placide, Thomas Madden, William McLellan, Henry Kilgore, John Taylor, John Bruce, and Harris Lancaster, private soldiers of the 3d regiment of State troops."

Scattered irregularly around this monument are the graves of some fifty or sixty Confederate soldiers, without a head board, and, in some cases, without even a mound to mark the last resting place of men who poured out their blood in defence of their country.

FORTIFICATIONS.

Of these not much can be said. At the eastern extremity of Mount Pleasant, is an earthwork green with grass, which was once mounted with two guns. This took part in the bombardment of Fort Sumter in 1861, and Captain Johnson, afterwards Lieutenant Colonel Johnson, of the Hampton Legion, supported the battery with his company of volunteers. The battery was never again in action, and Col. Johnson only once—at the first battle of Manassas—where he fell gallantly leading his men into the foremost of the fight. At the other end of the village there is also a small earthwork, but it was never mounted. Some five or six miles from the village is a long line of breastworks, extending from the Wando River to the seashore. Although without any important fortifications, Mount Pleasant was, during the whole war, a depot for troops,

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and for stores. The present Mount Pleasant House was used as a hospital. From Haddrell's Point, the extreme east end of Mount Pleasant, ran a military bridge to Sullivan's Island. This bridge was frequently shelled from the Yankee batteries on Morris' Island. It is a fact worthy of note that the first, or certainly, the second shell thrown into Charleston, struck in Broad Street, opposite the large building then, and now, occupied by the extensive establishment of Walker, Evans & Cogswell. This large Stationery, Printing and Binding House has been established since 1832 and is an institution of the city, worthy of all support and encouragement. It is the largest of its kind in the South and the Charlestonians are proud of it. It shows what can be done by hard work, energy and brains. Re-commencing in 1865, on a very small capital, they are now doing far more trade than in the halcyon days of *antebellum* times. It is one of the most busy places in our city; the rush of customers, and the hum of the machinery, giving life and activity, unequalled elsewhere. They keep an immense stock, have the most improved machinery, the most skillful workmen, and compete in quality and price with any of the Northern cities. Their prices are far below those of our sister Southern cities. We are told that the prices in Savannah for printing are about 50 per cent. higher than in Charleston. We need hardly say that in this establishment you can be supplied with all classes of stationery. Their retail stock is complete and well selected. Their wholesale stock is all that the merchant can desire, and none know so well at what prices to meet the country trade as our courteous friends at No. 3 Broad Street. We say, do as we do, as well as what we say. The paper on which this work is printed, and the type which is used, we bought of Messrs. Walker, Evans & Cogswell. You might as well be dead as out of fashion, so follow the popular tide to this, the *creme de la creme* of establishments.

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and in that way the houses and fences were much injured, and the latter, in many instances, entirely destroyed.

THE NEW CUSTOM HOUSE.

One of the most prominent landmarks that strike the eye of the marine voyager, on entering our beautiful harbor, after passing the famous ruin of Sumter, is the costly pile of marble known as the New Custom House. A good deal of time and a great amount of money has been wasted in this construction, and yet little improvement was for the length of time perceptible. The rumors as to its probable completion are various, and the time required to accomplish the object is placed at periods ranging from five to fifty years. The site whereon the Custom House is situated was formerly known as Fitzsimmons' wharves, and in 1849 was purchased by the United States government. In 1850, Col. E. B. White received the appointment as superintendent, and, under his supervision, work was at once commenced, and continued until the late war arrested its progress. The foundation consists of seven thousand thirty feet spiles, on which rests a heavy layer of grillage; then follows a thickness of eighteen inchs of concrete, on which rest a number of inverted arches, built of brick, and about ten feet in height. In March, 1867, Congress appropriated $30,000 for the preservation of the building, and to provide temporary accommodation for government officials. These accommodations were completed under the directions of the late Collector, Dr. A. G. Mackey, and in February, 1868, the building was occupied by custom house and internal revenue officials, and the United States Treasurer. Matters then remained in *statu quo* until May, 1870, when T. H. Oakshott, one of the most experienced superintendents in this country, assumed the superintendency and resumed operations. The resumption of work was no slight undertaking. Mr. Mullett, the chief architect of the United States, thought it necessary

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to change the original design; the north and south porticoes have been discarded and the walls of the four re-entering angles will be brought out to one-half instead of three-quarter columns, thereby bringing the sides out more prominetly and reducing the heavy overhanging of the soffit cornice, on the exterior. The pilasters on the north and south will be replaced by half columns, similar to the angles. These changes, it is thought, will reduce the cost over $400,000, and at the same time give the building an appearance more in accord with the more improved style of architecture. It is planned after the Roman-Corinthian style, and when finished will surpass in beauty every public building in the South. The yard will be handsomely graded and surrounded with an iron railing and stone posts, and a splendidly modeled boat house will be placed at the head of the Custom House wharf, with a stairs for a boat landing.

MAGNOLIA CEMETERY.

Magnolia Cemetery is one of the features of Charlestou with which every stranger who visits the city should make himself acquainted. It is situated beyond the limits of the corporation, and is distant three miles from the centre of population, and for this reason its mossy oaks and marble monuments are seldom seen by the people at large, save when the sharp pain of present grief precludes all appreciation of the beauty of the spot. The South Carolina and Northeastern Railroads both run within a few hundred yards of the cemetery, but the trains do not stop there, except on special occasions, and consequently visitors to Magnolia must have recourse to the King street and Meeting street roads. The first is the more frequented, has more houses along the route, presents far more appearance of life, and altogether, has more of the look of a suburban thoroughfare; but the second is more picturesque and affords an occasional glimpse of the waters and opposite

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banks of the meandering Cooper. In hot weather it is best to ride, but on a cool, bright, bracing day, it is most delightful to stroll leisurely up the Meeting street road, stopping occasionally to get a view of the beautiful landscapes that would tempt even the eye of a painter.

Bethany Cemetery, the burial ground of the German population, is first entered. The solemn and touching words, "*Hier ruhet in Gott*," greet the eye at every step, impressing the imagination with religious awe and forming, as it were, an ever-present consecration of the hallowed spot. This cemetery is beautifully kept, and its white gravelled walks shining amid the green shrubbery and the blooming flowers under the aged oaks, illustrate well how nature is improved by art. Among the more conspicuous monuments, are those of Captain Cord Otten, of the German Fusiliers, who died in 1859; Diedrick Bredenburg, who died in 1849, and Ludwig Eckel, a music teacher, who died at the early age of twenty-eight. Captain Otten's monument is ornamented with a sword and shield and other military insignia. Ludwig Eckel's was erected by his pupils and friends as a tribute to his worth.

Standing in the gate-way, and about a hundred yards distant on your left, across the still waters of the Serpentine, may be seen the small Gothic chapel of the cemetery where the burial service is sometimes read. Passing in and keeping to the right, attention is attracted by an array of a score or more of white wooden head-boards. These mark the resting place of Federal soldiers who have died in Charleston. Near by is the Confederate burying ground, side by side, and rank on rank, as when they charged the breastworks of the enemy, now lie these soldiers. Of that crowd of hillocks, there are some that have no mark to tell who lies beneath. Their occupants belong to the vast throng of the unknown dead—

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unknown, yet unforgotten, living ever in the hearts of the people whom they died to defend. Passing from the Confederate burying ground you enter the Catholic Cemetery. A broad white street runs through the middle from east to west, in the central and highest point of which is erected a large black wooden cross. On each side the lots are laid out in various forms—square, circular, semi-circular, oval, etc. Most of the lots are nicely kept, and the well-trimmed cedars and shrubbery, and the numerous roses and other flowers, make them look like pet gardens. To the best of our recollection, the sign of the cross consecrates every grave, wooden crosses being erected where there was no other head-board, and marble crosses carved on all the upright monuments, while a representation of a cross is engraved on the horizontal slabs. Climbing a low bluff, the visitor comes upon the burial grounds of the Ravenels, Hugers and Manigaults, which are all enclosed with iron railings and kept extremely neat. Just back of these is a square enclosed with tall, thick, mock orange, and back of that again is the burial plot of George W. Williams, Esq. A little farther around, on the bank of the river, is the well-known vault of the Vanderhorst family, with its glass door, that permits to every visitor a peep into the house of the dead. Through the door can be seen marble monuments set in the opposite wall, inscribed in memory of different deceased members of the family. Next to this is the burial place of the Middletons, in which are a number of low stone crosses, which are striking in the midst of a Protestant burying ground. Next, there is a gloomy looking vault with the names of Bennett and Gordon, and then another marked McDowall and Wragg. Crossing the Serpentine here on a bridge or causeway, and making a slight ascent, one comes into one of the prettiest parts of the cemetery. This is an island made by the Serpentine and marsh. It is covered with a grove of oaks, and one

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of the first objects that strikes the eye is a life-size statue of a woman kneeling on a large monument, which, on nearer examination, seems to be a vault, and has on it in large letters "T. A. Coffin." Just beyond is a lot enclosed by an iron railing somewhat in the shape of a coffin, which has E. Geddings marked on the gate. On the other side of this is a mossy oak that hangs over the marsh and marks the north-eastern extremity of Magnolia. From here is a good view of the mouth of Wando River as it opens between Christ Church and Daniel's Island, while in the foreground, just across the creek, is an ancient mill and a fine market farm, having beautiful live oaks all along the bank of the creek. After crossing the bridge, just on the brow of the hill, is the handsome monument of Hon. K. Boyce and his wife. It represents an altar covered with cloth, and is in the midst of a circular area raised above the level of the surrounding soil, enclosed in a neat iron railing, and beautified by numerous flowers and a thick green hedge.

The firemen's memento is a small but handsome monument erected by the Ætna Fire Engine Company to the memory of Abram Mead, a member of the company, who died of yellow fever September 17, 1852, at the age of twenty-one. It is made of white marble, and besides the inscription, has a fire engine carved upon it, which gives it an unusual appearance in a cemetery.

In the northwest corner of the graveyard is the grave of Robert Little Holmes, the first man killed in the war. It was the night of January 7th, 1861. At daylight next morning, the guns of the Cadet battery on Morris' Island opened upon the Star of the West. At his funeral on that day at the Circular Church, conversation was divided between the first death and the first guns, but the story is well told in the inscription: "After the resumption of State sovereignty for South Carolina,

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the Carolina Light Infantry, of which he was a member, was detailed to act as a portion of the garrison of Castle Pinckney, and in the performance of that duty he was the first sacrifice of life in the service of the State. He met his death from the accidental discharge of a rifle in the hands of a sentinel, January 7, 1861." At the time of his death he was thirty years of age, respected and beloved. A younger brother of the deceased, at that time a mere youth, afterwards accompanied his comrades to Virginia, and was killed in the front of battle.

Among the most beautiful monuments are those to the memory of Hugh S. Legare, at one time Attorney-General and Acting Secretary of State of the United States; the beautiful monument of Elbert P. Jones; the tomb of John White, painter of the well-known picture "The British Officers Dining with Marion on Potatoes;" the Washington Monument, and the Washington Light Infantry Monument. The most unique is the Wise Monument, a singularly fantastic structure.

After a stroll through this beautiful cemetery, the tourist will visit the Orphan Asylum on Calhoun street between King and St. Philip streets, which is the finest and most commodious building of the kind in the South. In the yard of the Asylum may be seen the statute of William Pitt already referred to. The College of Charleston is situated on Green street between College and St. Philip streets; this Educational Institution has a faculty complete as to numbers and of the highest order of talent, and is destined to rank among the first institutions of the land. Photographs of the foregoing places of interest can be obtained at Souder's Photograph Gallery. See his card, page 32.

THE BANKS OF THE CITY.

THE UNION BANK OF SOUTH CAROLINA was founded in 1810, with a capital of one million dollars. At the breaking out of

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the war the bank was in a flourishing condition, but in common with all the Southern institutions, it most disastrously felt the effects of the four years of suspension of business and distress, and the deprecation of securities consequent on the success of the Federal arms. After the war closed the bank was reorganized under ,the old charter extended and revised, with an authorized capital of one million. W. B. Smith, Esq., was elected president, and in common with the other gentlemen connected with the enterprise he bent his energies to its resuscitation. The large circulation of the bank was redeemed at from eighty cents to par; this was consequent on the reliance the general public placed on the powers of the officers and the success of the bank. The record of the bank is a noble one. H. D. Alexander is the cashier. Its correspondents are the National Bank of the State, New York; Bank of Liverpool, Liverpool, England.

THE PLANTERS AND MECHANICS BANK was founded in 1811; capital one million dollars; Charles J. Stedman, first president. Daniel Ravenel, Esq., was president at the time of the breaking out of the war, when the bank was in a most healthy condition. Like its contemporaries it was almost obliterated by the war; left with crippled resources and a large circulation to redeem. It was reorganized under an amended charter with Mr. A. R. Taft as president and with an authorized capital of five millions. Mr. W. E. Haskell is cashier. Correspondents at New York, Chatham National Bank. The Planters and Mechanics does a general banking and discount business.

CITIZENS SAVINGS BANK has its headquarters in Charleston, S. C., with branches in various places. A. G. Brenizer, Esq., is cashier at Columbia, represented here by Mr. Daniel Ravenel, Jr., The bank was chartered in 1869, under presidency of General Wade Hampton, who has been succ-

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by Mr. Wm. Martin, of Columbia. Its capital is five millions. With its regular banking and discount line it is a popular savings bank and its deposits are increasing rapidly. Correspondents at New York, American Exchange National Bank.

BANK OF CHARLESTON. This well known institution was founded in 1834, Mr. James Hamilton, president. It was begun to meet a crying want of a rapidly increasing commerce for banking facilities, and on an authorized capital of four millions, had over three millions one hundred thousand paid in. In 1860 it was one of the widest known banks of the United States, its notes being at par in every part of the country. Its circulation was immense at the breaking out of the war, and it has required the best energies of the officers to place it again on a firmer foundation. For the past two and a half years it has redeemed its notes at par. The present president is A. S. Johnson, Esq.; cashier, Mr. W. B. Burden. It is now (June 1st, 1872) about being converted into a national bank. Correspondents at New York, National Bank of the State of New York.

PEOPLES' BANK OF SO. CA., was chartered in 1854; Edwin P. Starr, first president. Its capital was one million, paid in, on which it transacted a general banking business and had in circulation a large amount of notes, which, after the war, it was obliged to redeem. Its charter was extended, and with an authorized capital of one million it has successfully resumed business. Mr. John Hanckel is president, and Mr. James B. Betts cashier. Correspondents at New York, Importers' and Traders' National Bank; at Philadelphia, Western National Bank.

THE PEOPLES NATIONAL BANK was founded in 1868. D. L. McKay first president. Its capital then was only two hundred thousand dollars but has now increased to one million all paid in. C. O. Witte is the present president; Mr. H. G. Loper,

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cashier. Correspondents; National Bank of N. Y., New York; Bank of Liverpool, Liverpool; Bank of Liverpool, London, England.

So. Ca. Loan and Trust Co. Though recent in its establishment has grown in the favor of the business men. It was chartered in 1869 with a paid up capital of three hundred thousand on an authorized capital of five millions. The first president was Mr. George A. Cameron. Besides its general banking, discount and exchange business the bank has a very large savings deposit. Cashier, F. A. Mitchell. Correspondents; at New York, American Exchange National Bank; at Philadelphia, Union Banking Co; at Baltimore, Merchants National Bank; at Liverpool, England, Bank of Liverpool; at London Baring Brothers & Co.

The National Freedman's Savings and Trust Co. of which Mr. Nathan Ritter is the representative and cashier here, is one of the thirty-three branches of the bank, the only one chartered by the United States government. It is a carefully managed and largely successful bank.

Peoples Savings Institution. This bank, purely a savings Institution was incorporated March 1872; Mr. Henry S. Griggs, Secretary and Treasurer. The method adopted for the transaction of business presages its future prosperity.

Private Bankers. In connection with strict brokerage business the follow firms do a banking business; Wm. S. Hastie & Son. page 80; Holmes & Macbeth, page 66; E. M. Moreland, page 42; A. C. Kaufman, page 30; Louis D. DeSaussure, page 6.

Merchant Bankers. Geo. W. Williams & Co., page 41; Geo. A. Trenholm & Son, page 68.

STEAMBOAT LINES.

We advise tourists, traveling for health, or pleasure to travel to and from Charleston by steamer. Business men

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between New York and Charleston will find the North Eastern Railroad speedy and accommodating. The New York lines are the Clyde Steamers, see rear cover; and the New York and Charleston line, James Adger & Co., agents, see page 26. For Philadelphia the Clyde line, and for Baltimore the splendid steamers of which Mr. Paul C. Trenholm is agent. See page 74.

For the South, (Savannah and Florida) see page 76. We can recommend this line as preferable to any other method of going to and from Charleston Southward, as it saves many hours of tedious, tiresome railroading add avoids the insects, dust and damps of the swamps on shore.

Ravenel, Holmes & Co, page 72, are agents for a line of steamers to Savannah, (to which the above remarks apply,) Beaufort, Georgetown, and the Pee Dee and Santee rivers.

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